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may not know it, but before the federal

troops can be used to suppress violence in

any city the Governor of the State in

which such city is located must apply to

the President for aid, based upon the state-

forces necessary to protect life and prop-
erty and enforce the laws of the State.
The only exception is when mobs interfere
with the movement of trains carrying
United States mails or the operation of
roads in the hands of receivers appointed
by Federal Courts. True, General Miles
has very little to do with organized labor,
but he does it a great injustice when he
declares that it would be riotous but for
some menace. The unruly element in large
cities is not organized labor, but is com-
posed of hoodlums and toughs who are
always opposed to labor. It is of very little
importance what General Miles says or
does, since it is a long call from a dignified
general-in-chief like Sheridan or Schofield
to General Miles, who, in spite of his de-
cials, causes suspicion that performances
like the last indicate that he is bidding for
the Populist nomination for the presidency.

AN IMPORTANT BILL.

In view of the recent revelations regard-
ing disloyalty and thought raters and
the efforts which railroad managers are
making to prevent rate cutting, the bill
which Senator Elkins presented in the Sen-
ate on Tuesday is the most important that
has been or can be presented during the
present session. Railroad transportation is
a matter which affects all the people. No
industry is so insignificant that it cannot
be affected by a tariff rate. By favoritism
the business of one competitor may be
made prosperous at the expense of all the
others. By discriminating rates the enter-
prise and the energy of one town may be
paralyzed while that of another no more
deserving may be given the prosperity of
both. No measure can come before Con-
gress that can be as important as one
affecting the lines of transportation over
which pulsate the commerce and industry
of the whole country. If measures should
have a place on the calendars of both
houses in proportion as they are important
to the whole country a bill proposing to
place the interstate railways under such
control that all shippers would be treated
alike and the rates be fair to all would
stand at the head of the list until disposed
of. It can be added that the subject is
attracting more attention at present than
it has in the past.

The Journal is not able to say whether
Senator Elkins's bill will insure the re-
forms which the people desire and which
the managers of railway systems declare
are needed to give values to railroad prop-
erty. Competition with its favoritism and
the inequalities incident to rate cutting has
been of no advantage to the people and a
serious disadvantage to the railroads.
To prevent rate cutting and profitless com-
petition railroad managers resorted to pool-
ing. No evidence was presented to show
that the public suffered by the pooling sys-
tem, but the Supreme Court found that
it was in restraint of trade and declared
it in violation of the Sherman anti-trust
law and of the Constitution. No "agree-
ment of gentlemen" to prevent rate cut-
ting has been effective, so that railroad
managers have been devising plans to save
their properties from their own indiscreet
management or mismanagement. Their
plan has been to bring all the roads of a
given region under one direction if not un-
der one ownership. It is probable this
scheme has met with considerable success,
but such combinations have attracted pub-
lic attention, and the war upon the "mer-
ger" affecting the Northern Pacific, the
Great Northern and the Burlington would
indicate that the people view them with ap-
prehension.

It appears from the abstract of the
Elkins bill that pooling arrangements must
be subject to the approval of the Interstate
Commerce Commission; at least the com-
mission, on complaint, can annul any con-
tract for pooling into which two or more
companies may enter. Under the present
interstate-commerce law the commission
has no authority to make a rate that shall
be fair, its functions ending with a showing
that a rate is unreasonable or unfair.
Senator Elkins's bill gives the commission
positive authority to declare a just and
reasonable rate, which declaration shall go
into effect in thirty days unless a United
States court shall decide that the rate of
the commission is unjust. This is similar to
the provision in bills presented by Senator
Cullom in previous Congresses.

The element in the country which does
not regard the railroad as the agency upon
which more than any other depends the
growth and well-being of the Nation is un-
important. Only the silliest of demagogues
now howls against the railway as an evil
to a community. To be successful and to
perform its functions to the country the
investments in railroads should be upon a
fair paying basis. To that end rates of
transportation should be adopted that will
enable the railroads to earn returns upon
such properties at a fair valuation. That
is one of the elements which should enter
into the equation when rates of transporta-
tion shall be fixed. It is right that rail-
road corporations enjoying special powers
and privileges by legislative grant should be
under the strict supervision of the
agents of the people, with authority to
make them just to all and fair to the cor-
porations. To insure justice to all shippers
and a fair remuneration for railroads is a
vastly more important subject than the
oleomargarine and like bills.

AN ANGLORHOBIC FIT.

Major Arthur Lee's statement in the
British Parliament relative to his alleged
experience in this country while acting as
military attaché of the British embassy,
seems to have thrown the Sentinel into
a fit of mild bordering on a convulsion.
Mr. Lee was trying to make out a
case of incompetence against the British
War Office in allowing itself to be swindled
in the purchase of horses in this country,
and he intimated that if he had been con-
sulted he could have prevented the swindle.
"I had the opportunity through the
good will of a high official," he said, "of
getting the services of the chief horse ex-
pert of the United States army as adviser."
This is the statement that has thrown our
anglophobic contemporaries into contortions.
It says the statement "makes the offense
of our government much worse than had
been supposed, for it was thought that it
had been guilty only of passively permit-
ting the British government to buy horses
in violation of the principles of neutrality
and of some treaty with Great Britain."
It will be news to most persons with
only a smattering of international law
that permitting the British government to
buy horses in the United States was a
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